Additional from Petropaulowski.

OUR JAPAN CORRESPONDENCE.

HARODADI, Japan, June 27, 1865.

Arrical at Halodadi of the British Steam Prigates Encounter, Syz, and Tartar, from the North—Burning of Petropaulowski and Shipping—Caging the Russian Cub-Flight of the Doubleheadal Eagle—Chagrin of the Allied Force of the Pacific and East India Squadrons—Loss of

the French Steam Prigate Collect, &c., &c.
I have just time, before the departure of the vessel which sails hence for the United States this evening, to give you a hasty sketch of affairs as they exist in these waters. The British steam frigates Encounter and Styx, with the Tartar in tow, entered this harbor at 12 M. towith the Tartar in tow, entered this harbor at 12 M. to-day—the first from Petropolowski, and the two latter from Castre, in the Gulf of Tartary. In order that you may easily comprehend and readily appreciate affairs, I would state that the Russians, immediately after their victory at Petropolowski last fall, went vigorously at work forming new batteries and fortifying the harbor for ano-

her attack this spring.
On the 17th of March orders were received by the Governor "from Petersburg" to evacuate the place. The guns were dug out of the snow, and transported over the

the vessels, and on the 16th of April most of the inhabitants embarked, when the frigate Aurora, a corvette, the Dwina "armed transport," a ship, a bark and a brig, put

On the 1st inst. the steamer Baracuta arrived in this port from the Galf of Tartary, with the intelligence that they had found the Russian fleet in the Bay of Castre. The steamer ran close in, when her crew gave three cheets and fired a gun, which was answered with three times three, and a shell fired into the air from the frigate Aurora. Two frigates belonging to the East India squad

times three, and a shell fired into the air from the frigate Aurora. Two frigates belonging to the East India squadron were left to blockade the port during the absence of the steamer, which came down to communicate the glid dielogs to the remainder of the fleet. The Baracuta communicated with the Saracen (surveying ship), then in port, and immediately left the harbor. A few days subsequently the British steamers Styx and Tartar, Irigates Winchester (flag ship), Spartan, Constantine and Sybyl, came into the straits, communicated with the Saracen, and left without comidg to suchor.

To day, by the arrival of the Tartar from Castre, we learn that on the arrival of the fleet off that port a lively acces was presented. Preparations were made for decisive action, and the greatest enthusiasm prevailed throughout the fleet. Both officers and men were determined to remove the dark stain which the bright scutcheon of their may received by the inglorious affair of Petropolowski last year. They had the cub caged, and all were ranguine about their success. The order of attack was arranged, when a steamer was sent close in to reconnoitive, and their dicappointment may be better imagined than described when they found the double headed engle had flown, and neither ships nor Rusians could be found. The allies, however, captured a daguerreotype likeness, a quantity of small stores, and apart of a ady's wardrobe, which had been left by the Russians in their hurried departure, as they availed them elves of a thick fog to slip out, and completely forged the allies.

By the Facounter, from Fotropolowski, we learn that the Tarcine squadron appeared off that port on or about the 10th ult., and found the place described; there was, however, one vessel in port, the Ajax, belonging to the Russian Company, which was fired by her crew and described when the fleet cane out.

The French steam frigate Colbert was lost a few weeks since at Narcanali. When cetting underwich was

serted. The was bearded by the cardy, but seek serting which the fire. The town was set on fire when the fleet eam out.

The French steam frigate Colbert was lost a few weeks since at Nangasaki. When getting underweigh she struck on a reef in the harbor, which so badly injured her that in a few hours she filled and settled on the reef, where she will probably be abandoned.

The English surveying ship Scracen has been here some time. Her presence, and the circumstances connected with her movements here at this particular period, would indicate a most liberal construction of her carlo time, orders for making scientific researches. It is admitted by her officers that they are stationed here for the purpose of communicatine with, and facilitating the operations of, the fleet in the north. The arrival and sudden departure of several reasels within a few days corrobornies their statement. Yesterday the Saracen put to see, and left an officer and three men in port. Ploss she not violate the principle of neutrality to be observed by surveying ships, which, 'through the context of the principle of neutrality to be observed to act, and several was them against capture by an enemy?'

Our Madrid Correspondence.

MADRID, Sept. 21, 1855. MADRID, Sept. 21, 1855.

The Palace Question Stilled—The Health of Espariero—
State of Parises—The Labors of Demorsey—Monater
Petition—The Carlists—Clergy—Navigation of the Tagus
and the Ebro—Reinforcements for Cuba.

The question of the arrangement of the household of

the Royal Palace, which has pre-occupied the public and the press, has been resolved definitely and well. Th interior regulations forme ! by the Minister of State hav been approved by her Majesty, and thus the number o the many persons who absorbed great salaries have been reduced, and those of suspicious or bad antecedents have been the decident of the substituting them with others of marked progratics ideas. Thus, in this arrangement three results are obtained. The diminution of expensive reduction of officers, and the security that the individuals nearest to the Queen will second the ideas of the government, which desires decorum and morality in the Palace

at the royal seat close by Madrid, called the Pardo. The health of this illustrious personage has been broken for a long time past, by his former fatigues. It would be tmpossible to foresee whither we should go, or what would set to direct whicher we about a por what would be the consequences of another revolution, which would adoubtedly take place in case of his death.

General O'Donnell, Minister of War, and chief of the stouthreak, whom necessity threw into the arms of the beral party, in order to save himself, does not enjoy by

General O'Dennell, Minster of war, and chief of the last outbreak, whom necessity threw into the arms of the liberal party, in order to save himself, does not enjoy by a long edds the popularity of General Espartero, Duke of Victey.

The liberal party puts its confidence in ubody, except the man in whom liberty in Spain is symbolized.

All the political parties into which Spain is divided are at work now more than ever, and each cherishes the hope of triumph. What is certain is, that a new revolution, now that the people are armed, and have not forgotten the eleven past years of tyranuy and peculation, would be disastrous for the throne and bloody for the clergy.

The government has ceased to fear that the democrats will rise in insurrection in the province of Valencia. Troops were sent to that point to avoid the rising, which there is no doubt was about to take place. The plan was to get possession of the strong castle of Murviedro by a comp-de-main; but its garrison was re-inforced in time.

The democrate have formed a secret society with branches throughout Spain, the individuals of which are bound by an oath.

A considerable force has been obliged to go to Tarifa, to repress the movement of the democrats, who were about to divide the lands belonging to the right of free about to divide the lands belonging to the right of free associations. Efforts are being made so that signatures to this document may be forthcoming from every part of Spain. The petition is called, "The last request and last lange of the laboring class."

I have before tall you that democracy is advancing, and i toil you a fact.

The Carlists continue to agitate for a civil war in favor of Montemolin, but the government does not leave the research of them, and the military and civil authorities in the provinces have the most positive orlers concerning these canalite, who cry out, with the hunderbuss in their hands, "long live religion," and rob and destroy what they can. The active persecution they suffer does not let them thrive, although

is making the greatest sacrifices in money to keep them on foot.

The actual pretensions of Carlism are sheer fatuity. What the government has to fear is not that party, but the democrats.

The navigation of the Tagus, which will at length be happily accomplished, will give our country a great impulse. The navigation of the Ebro will also go ahead, and the government is urging it along.

These rivers will then carry to the coast the superabundance of the interior, and the trade will give incalculable benefits to the country.

In the corvettes Luisa and Rita, considerable reinforcements are about embarking for the army of Cuba.

CID.

City Politics.

City Politics.

ASSEMBLY NOMINATIONS.

Third district, J. Henry Benritt, soft: Seventh district, Andrew Van Antwerp, soft; Eighth district, Cornelius Carnes, soft and half shell.

COUNCILMEN NOMINATIONS.

Sixth district, John Giver, soft shell; Twelfth district, Thomas White, do.; Sixteenth district, Orlando Gray, soft; Twenty-first district, John Kennard, Know Nothing; Twenty-first district, John Kennard, Know Nothing; Twenty-firth district, Robert S. Dixon, Know Nothing; Twenty-firth district, Samuel C. Seaman, half shell; Forty-firth district, Saace G. Seinsa, half shell; Fiftieth district, Benrard Rellly, hard and soft; Fifty-firth district, Charles H. Haswell, hard.

DELEGATES TO THE SILVER GRAY WHIG CONVENTION.

John G. Clayton, Second Assembly district, Fourth ward, New York; Hon. Joseph Slocumb, Chomdaga county. The Third Assembly district of Brooklyn has also elected a clayate.

The Third Assembly district of Brooklyn has also elected a delegate.

TO THE EDITOR OF THE HERALD.

To the EDITOR OF THE HERALD.

I noticed in your issue of the 18th inst. a ticket headed "People's Ticket—No Custom House Dictation," on which, amogst other names, I find mine menilored as candidate for the office of Commissioner of Repairs and supplies, and signed R. B. Hutchings, Chairman, and R. T. Bensell, Secretary. In to-day's (Sunday) paper, I noticed the same ticket, signed by other officers.

I beg leave to state, not only for my own but for the ratisfaction of my frands and the public, that the use of my name was entirely unauthorized by me, and was facte without my knowledge, approbation, or consent. Survival my whole life I have always supported regular sminations made at Tammany Hall, and without qualifaction of reservation; and so that hereafter up question that the transfer of the smination of reservation; and so that hereafter up question that the that I shall support, from now till the sun sets of acts for the office of Commissioner of Repairs and Supplied.

The Epidemic at Norfolk and Portsmouth our NORFOLK CORRESPONDENCE.

made scarcely any progress, the ship leaking badly, and the engine almost entirely. "broken down." At the very time of getting in, the only other death occurred—that of one of the firemen, who had been at his duty the day before. Could his have been a case of yellow fever? I think not.

We had not anchored when the boat from Norfolk to Baltimore came in hall, and with a single exception every passenger was transferred, bag and baggage, on board of her, and found themselves safe and sound in Baltimore next morning. I have either seen or heard from every one of those passengers, and that one left on board since then, and not one of them has had the alightest symptoms of yellow fever.

Now, when we bear in mind that the cabin of the Ben Franklin is below deck, and that it had constantly open communication with the hold, and that the delicate casick women and children were shut up there most of the time, and that the male passengers were two days and nights constantly at the pumpa—being withal of the class frages consumers noti, and not "drawers of water." except for the nonce, is it not passing strange none of us suffered from the postilence with which, according to the newspapers, the vessel was reeking?

Moreover, the Ben Franklin had positively no cargo, except coal and cannon—none of which did she discharge. The "breaking bulk," so much harped upon could relate only to a few heavy articles of passengers' luggage, left on board, but which were stowed under an open hatchway.

My impression is, Mr. Editor, that the Ben Franklin is more sinned against than sinning. I believe she caught the infection at Gosport instead of taking it there. Several men-of-war ano other vessels had arrived in those waters a short time previously, all teeming with yellow fever. Why, them, make this most unfortunate of vessels—you have heard and will hear more of her history—the scape-goat for the sins of others?

We have been repreached for leaving the vessel so unceremosiously the moment we got abreast of Old Point Comfort, and withou

House.

I desire this to be published, to vindicate myself, the officers of the ship and fellow-passengers, from the implied charge of a culpable recklessness, which, if merited, could not but—in view of its awful consequences—disturb the conscience of a fiend. I am annious, too, that the medical faculty, in their noble labors and investigations as to the cause of the direful calamity, may have facts and data at command.

J. T. PICKETT.

Brooklyn City Politics.
DEMOCRAFIC CHARTER NOMINATIONS.
The following additional nominations to those published on Saturday morning were made by the democrats lished on Saturday morning were made by the democrats of the different wards on Friday night:—

In the First ward, John C. Whitney was nominated for Alderman, in place of George Sweeny, declined.

In the Second ward there are two tickets, both claiming to be regular. One is headed by, Patrick O'Neal for Alderman, and the other by D. C. Aitkin. Roswell C. Brainard is the Supervisor on both tickets.

In the Fifth ward John Dougherty was selected for Alderman, and James R. Maggee for Supervisor.

The Seventh ward democracy nominated Thomas D. Hudson for Alderman, and Samuel Graham for Supervisor.

Hudson for Alderman, and Samuel Oranan local Supervisor.
In the highth ward Joseph Wilson was selected for Alderman, and Peter Wyckoff for Supervisor.
The republicans of the Eleventh ward have nominated a charter ticket headed by True W. Bollins for Alderman, and Edward Copland for Supervisor.
Col. C. J. Jack, is out as an independent candidate for State Senator.

Col. C. J. Jack, is out as an independent candidate for State Senator.

News by the Mails.

The taking of Sebastopol was celebrated in Philadelphia by the English and French residents, on the 10th inst. The British and French Consuls both took part in the feativities. Queen Victoria, Louis Napoleon, and Florence Nightingale, were exerally toasted.

The Yonkers Heydld states that on the 7th inst., Win. Wood, a native of England, single, and aged about 36 years, was run over and literally cut to pieces by the milk train upon the Hudson River Railroad on that morning at Spuyten Duyvel Creek.

A letter dated Cherry Valley, N. Y., 12th inst., states that the evening previous (Thursday.) they were visited by a severe snow storm, which broke down trees laden with fruit suffered the most. The snow trees laden with fruit suffered the most. The snow tree shaden with fruit suffered the most. The snow tree shaden with fruit suffered the most. The snow tree shaden with fruit suffered the most. The snow that fell was wet and heavy, and the storm extended for sweeral miles

Manifesto of Gov. Wise, of Virginia, Against the Abolillouists of Massachusetts.

[From the Richmond (Vs.) Enquirer, Ost. 12.]
We sak attention to Mr. Wise's purgent and admirable reply to the invitation of the Boston Anti-Siavery Committee to deliver a secture in Boston on the subject of slavery. Mr. Wise has taken exactly the right position—one that should be followed out by every Southern man similarly called upon:—

CORRESPONDENCE.

BOSTONS. Sept. 19, 1855.

thaniel B. Shurtleff, physician and antiquarian; Joseph Story President C.numon Council; Thos. Russell, Judge; Jas W. Stone, physician.

The Powder Explosion at Gorham, Mc.—Six Men Killed and Three Injured.

From the Fortland Agus, Oct. 18.]

A rumor having reached us yesterday that two powder houses had exploded in Gorham, about ten miles from this city, causing great loss of life, we immediately despatched a reporter to the place to obtain the melancholy particulars.

It appears that there were two powder storehouses near the canal at Gorham, owned by Mr. Oliver Whipple, of Lowell, Mass. Yesterday morning, about 11 o'clock, as some nen were leading a canal boat with powder, the stores and the powder in the canal boat (100 kegs) exploded, killing six men and wounding another fatally.

Those killed were:—
George O. Whipple, son of the proprietor—he had no family.

Edwin C. Hardy, of Raymoud.

Franklin Hawkes, of Windham.

John Swett, of Gorham,

— Robinson, of Lowell,
were in the canal boat, and with the others above named, were killed instantly.

James Whipple, of Lowell, was also in the canal boat, and was so hadly hurt as not expected to live till this morning.

Samuel Jibby, badly hurt, but will recover. He was helping load the powder.

Charles Whipple, son of James, about ten years old, was hurt internally, but not badly.

The press house had three hundred kegs of powder, and a quantity loose. The wheel house, as it is called, about four rods from the other, had a like quantity.

Thinney, affer the explosion, walked several rods, until the met a man who spoke to him, and he instantly fell dead.

Swett was thrown nearly a quarter of a mile.

Hawkes had his bowels blown out, and one side of his

dead.
Swett was thrown nearly a quarter of a mile.
Hawkes had his bowels blown out, and one side of his head blown off.
A cart to which a yoke of oxen were attached, was shattered to fragments, and the hair was burned off the oxen almost entirely. A buggy wagon was also blown to pieces, and the horse driven like a wedge, into a pile of timber.

to pieces, and the horse driven like a wedge, into a pile of timber.

The fragments of the buildings were thrown by the violence of the explosion, up a hill a quarter of a mile distant, lining its sides with the timbers, which seemed to have ploughed their way up through the soil where they first struck.

A large portion of the wharf was demolished, and a large stick of timber, some two feet in thickness, lying upon it, was broken in pieces like a pipe-stem.

The smoke went straight up, instead of spreading itself, and hung immediately over the spot, a dense, black, funeral pall, for some two hours.

It is not known certainly how the terrible calamity occurred. A man who left the press house but two minutes before the explosion, says that the workmen were rinming a cast iron plate to sink some bolt heads, and it is supposed the ignition was caused by friction.

Graat excitement prevailed in this section on the arrival of the terrible news, and numbers immediately repaired to the place of disaster. Several of the above uncortunate men, who were so suddenly deprived of life, left wives and children to mourn their departure.

TO THE EDITOR OF THE MERALD.

There appeared in the Sunday Mercury of to-day what purports to be a report of remarks made by me before the Division Board of Officers of the First Division. The reporter thereor states that his report was made from memory without the aid of notes, and was therefore necessarily erroneous in many particulars. I deem it my duty to state, without going into detail, that undesignedly in said report I was represented to have used language and sentiments which I did not utter, and that inferences were therein drawn which were not justified by my language.

Octoma 14, 1855.

SCREME COURT—Special Term.—Nos. 5, 8, 98 to 98, 126, 106, 101.
COMMON PLEAS—Part I.—Nos. 1,188, 1,229, 1,175, 799, 800, 861, 862, 866, 869, 963, 985, 1,015, 1,045, 1,046, 1,089, Part II.—Nos. 1,199, 1,202, 1,203, 1,114, 1,219, 1,250 to 1,225, 793, 1,028, 1,029, 1,122, 1,098, 1,224.

The Reprint on Re-Print and Personnell.

The sear only a cold assessment to the search of the search

consult the affidavits. Let them recur to what nearly all of them have heard before the committee. Let them coverbaul their newsparer files. Let them look at the journal of the Board of Aldermen. Let them consult each other. Let them committee by the brother-is-law of Matsell, and the Let them consult each other. Let them consult each other them and the let them consult them as the let them consult her neighbors. Let a bright clean glass redect their own endighers, and the glasm of their weapons. Let them consult her neighbors. Let a bright clean glass redect their own endighers, as to the guilt of Matsell, of one of the highest erimes under the laws of our country, or of any country in the civilized world. Yes. But instead of all this glaring and official and historical evidence, they still want my report, to lay it on or under the table, where it may alumber forever, or until the present excitement passes away, or until the election passes over, and as soon a they get my report, they intend, of course, to discharge the committee, and thus save the four contumedous and the state of the committee, and thus save the four contumedous let the the committee, and thus save the four contumedous let the the committee, and thus save the four contumedous let the desiration of the their contumencous legislative enactment ever adopted, a perfect nullity; and to then burn up the subpensa, and let bad men hereafter treat municipal committees with profine and obscene contumely, as these official and audactious witnesses have done for seven months past, who are fed and clothed by the people, and who, in return thus spurn and outrage the sacred laws of the people. Let all the Judges of the continuary under the legislative law of his thirty, and party and the profit of the profit of the capulets, to let the Prince of Criminals roam at large, to let crime run riot through our streets and courts, and to make a subje

of the people, if he san. I repeat it, if he ca. I If these American Aldermen can endure him, and if the people can tolerate him and his gang of vampires, who for foreigners and aliena to the utter exclusion of the Americans if all this can be tolerated by the American Albermen and people, I will also strive to live under his last, but, like William Tell, I'll never bow to Matsell's cap, like the Aldermen, nor remove my hat in his odious presence. And I grieve to think that my boys have got to live twenty-one years before they can cast a vote against Matsell aliens and the foreign caravan who vote so soon after landing on our shores, which Is the source of the dreadful evils that alliet ou beloved country. And further this deponent saith not, because he has said enough to almost elicit a blush from Matsell "himself," and to create a more fervent gratitude in the hearts of naturalized citizers, and to crimson with a deeper hue the checks of the American Aldermen of this city, and to arouse the Americans to a man to a profound sense of the dangers that beset their temple of liberty, in the absence of a reconstruction of the naturalization and suffrage laws, on which impend the fate, and happiness, and liberty of the generations coming on the stage.

New York CIT, Oct. 13, 1856.

The Crescent City, Capt. McGowan, arrived last night from New Orleans, by the way of Havana. She sailed from the latter place on the 8th inst.

It will be recollected that it was Capt. McGowan,

the Crescent City, who ran away from Quarantine, and explained the matter on his arrival at New Orleans. We suppose the authorities will have him arrested to-day.

The following deaths occurred on board the Crescen

On the outward passage, Sept. 21, of apoplexy, William Sculler, Sceal passer. On homeword passage, Oct. 10, of inflammation of the throat, Eugene McCarty, seaman, aged 18; buried at sea.

Marine Affairs.

Launched at Greenport, L. I., on the 13th inst., by Silas F. Hand, a clipper schooner of 200 tons, of beautiful model and excellent workmanning, called the Charles B. Knudsen, owned by Messrs. Dodge & Co., of this city, and others, intended for the Gulf trade, and will be commanded by Capt. Wm. H. Squires.

The Crystal Palace was well filled during the past week with visiters, and the receipts thus far have been most encouraging to the managers and friends of the American Institute. The Fair exhibits signs of marked improve-ment, and those who witnessed it a week ago would be ment, and those who witnessed it a week ago would be surprised at the change it now presents, compared with its condition then. The statuary has been re-arranged, and with the beautiful display of fruits and flowers under the central dome, affords a magnificent coup d'ail to the spectator. It is not the scene, however, but the excellent inventiors on exhibition that are of the greatest interest. In this respect the present Fair exceeds any of its prede-cessors in the extent, variety and ingenuity of the goods on exhibition; and to the mechanic, the inventor and the student, the show must be at once attractive and popular.

on exhibition; and to the mechanic, the inventor and the student, the show must be at once attractive and popular.

Among the machines is one for the manufacture of stockings that excites no little interest, especially among the old ladies, who look upon this invention with a mixture of curiosity and disdain, fully satisfied that the old way of hand knitting, after all, is the best. An alarm bed, as it is called, which, being wound up like allock, will, at several hour in the morning, throw the sluggish sleeper on the floor, is also much noticed. A new recording dynemometer, or measurer of the force of steam, attracts considerable attention from engineers and steam engine projectors.

There is a great display of soap and perfumery, well worthy of notice, and which we commend to the attention of those who do not look as clean and smell as sweet as they might or should. Fire engines fill a large space in the Falace, and are much admired. Amity H see 38, and the Phynix Hose, from Easton, Penn., look very well. The machinery department, however, is of the most intrinsic interest. A cotton machine is on exhibition, from Lowell. The great perfection in iron and steel works of our countymen is remarkably exemplified by the works on exhibition at the Palace.

Among other things to be seen is a complete working model of the three engines of the immense ship Niagara. The parts of the engines there explained are, the engine frames with slides; cylinders with main steam valve and cut off valves and bonnets, piston rods, cross head connecting rod, crank shaft, main valve, eccentrics, with rock shaft and link motion, cut off eccentric, force pump and air pump rods, condenser, exhaust pipe, complete, and moveable by a crank on the end or crank shaft, so as to show the motion of the engines when working in the ship. It is worthy of notice that this is the only model that is yet made for any of the six frigates now building under the last appropriation of Congress, and well worthy the attention of scientific men.

The Fair will

DAVENPORT, Iowa, Ost. 7, 1855.

First Armstrong in Flames-Supposed Incendiarism—History of the Place—Interesting Reminiscences Connected with It—Generals Taylor, Scott, and the Chief Black Hawk—Progress of the Bridging of the Mississippi—Railroad West—Population of Davenport—Newspapers.

Fort Aimstrong, situated on the western or lower end of Rock Island, in the Mississippi river, has been for some hours in flames, and ere the morrow's dawn will doubtless be a heap of smouldering ruins. As the buildings have long been tenantiess, it has evidently been fired by some Vandal who would see all memorials of the past obliterated from our view.

Fort Armstrong was built by order of government, under the supervision of Lieut. Col. Davenport, (late of the United States Army, and now a resident of Philadelphia,) in the year 1810. For upwards of twenty years it was garrisoned by various portions of the infantry and artillery under different well known and gallant commanders.

The late Fresident Taylor, when a Captain of infantry,

phia.) in the year 1810. For upwards of twenty years it was garrisoned by various portions of the infantry and artillery under different well known and gallant commanders.

The late President Taylor, when a Captain of infantry, was stationed here, and the memorable treaty between Black Hawk and Lieut. Gen. Scott, by which lowa was ceded to the pale face, was held within range of its guass. Standing as it does upon the top of the rocky siet, at the foot of the upper rapids, its deserted blockhouses and dismantled ramparts have ever presented a picturesque appearance to the voyager as he ascended the "Father of Waters."

Your readers are doubtless aware that the Mississippi is being bridged at this point. The work is steadily progressing; all the piers are up but one. Owing to the recent rise in the river this last is coming on rather slowly, but as the water is receding at the rate of nine inches per day, it is expected that in a very few weeks the masonry will be inished and the superstructure commenced. The portion over the southern channel or slough has been completed some months, and it is lorged that the northern portion will be ready for the passage of trains by the last of February, or sconer. The masonry of the piers and abutments is of the heaviest character west of your Harlem aqueduct. The arches are of 275 foot span, and are six in number.

The railroad weat is going ahead at the rate of four miles per week. The road will be opened to lowe City by December 10. This is a continuation of the Chicago and Rock Island road which has received such favorable notice through your columns. General John A. Dix is the President, and H. Farman, Esq., Chief Engineer, both of whom are now here on a visit of inspection.

The population of Davenport is daily increasing. From being a village of 1,200 inhabitants in 1849, 15 is now a thiriving city of nearly, if not quite, 10,000.

Quite a number of New York dailles are taken, which reach us very tirregularly through the mails, from three and a half to six days. We hop

Marine Court-Special Term.

Marine Court—Special Term.

Betore Hon. Judge McCarthy.

Oct. 12.—There is a suit pending between G. Borriani, the basso singer, and Mr. Harrison, the head of the English Opera troupe, for an alleged balance of salary due. The plaintiff claims that he is entitled to \$325, and the defendant insists that the contract, which is posed the services of M. Borriani for at least three nights in the week, was not fulfilled. The plaintiff's counsel not being ready with proof, the case was adjourned to Friday next, at 2 o'clock.

Mr. Harrison, Miss Pyne, and Miss Louisa Pyne, the fair and fascinating prima donna, were in Court.

City Intelligence. DEFADULLY INJURED.—Wm. Foster, 2nd mate of the ship John C. Boyd, fell between two ships on Friday last, and had his leg dreadfully bruised. He was sent to the hospital and cared for.

THE FORSTER CADELS.—This company is not composed of

butchers, as it was erroneously stated in yesterday's issue. They mostly belong to the Third ward, and many of them are members of engine company No. 14. They will no doubt give a good account of themselves on their coming parade.

Williamsburg City News.

Church Demication.—The ceremony of dedicating the German Evangelical Mission Church, corner of Stagg and Leonard streets, Eastern District, took place yesterday. The sermon in the morning was preached by Rev. J. C. Gulden, in German, and in the afternoon, in English, by Dr. John Thomson. The edifice, the corner stone of which was laid about six months since, is erected of brick and finished in a neat manner, at a cost of about \$7,000.

Oblinary.

DEATH OF AN EX-MEMBER OF CONGRESS.
Thomas W. Cumming, the representative in the last Congress from Brooklyn, expired at the residence of his mother-in-law, Mrs. Bache, No. 20 Concord street, on Saturday morning last. His age was forty-one years; his disease, organic affection of the brain.

Personal Intelligence.

ARBIVALS.

Personal Intelligence.

Thom New Orleans and Havans, in the sieamship Crescent City-New Orleans—Mr Reed, wife and two children, Mrs Bertell, Mus Scatt, Jean Lamoire, Geo Phillips, George Woolsey, L Marial, Henry Tilday, S Bebb, B F Device, A Warren, C Lottel, E Cieveland, F B Shaw, Win Kolley, N Sindalager, Havans—Miguel Chrian, F Berndes, A Bonanny, R M Blandin, F Pins, J Planes, A Des Groties, P Hawkins, T Wolff, July M Laforque, J A Briant, H R Menard, and five seames.

From Sen Francisco, in ship Adelsids—Mr W Loud and lady, Mas M Z Whitney, A C Loud, R Cheave,

From Back River, Ja in solut H F Russell—d & Seward, J Rogg, D Storm, A Parket.

MARITIME INTELLICENCE. Flowesternts of Ocean State
FROM EUROPE.

Liver Del Company
Hermann Brossen via Cowes New York
Ariel Havre New York
Aries Liverpool Boston
Baltie Liverpool New York
Forth Star Havre New York

Steamahlp Creacent City, McGowan. New Orleans, Oct and Havana 8th, with make and pastengers to 20 Blobse free Ceperigneed heavy head winds during the passe frem Havana Ship Adelaide, Hamilton, San Francisco, June 20, with who barley, &c. to Ihomas Wardle. Had very light winds duri the passage for 14 days did not average more than 3 knows, hour; had no NE trades on the Atlantic; has been it days fr Bermuda, with light northerly winds. Off Cape Hora. I overboard Charles , a native of Hamburg, while fart the mizzen topsail. Bermuda, with light northerly winds. Of Cape Hors, instoverboard Charles—, a native of Hamburg, while furting the mirzen topasii.

Bark Ilva, Berry, Maracatho, Sept 20, with coffee, hiden, &c. to Maitiand, Pheips & Co. Sept 20, of the bar of Maracatho, &c. to Maitiand, Pheips & Co. Sept 20, of the bar of Maracatho, &c. to Maitiand, Pheips & Co. Sept 20, of the bar of Maracatho, Seche H P Russell (of Baltimore), Green, Black River, Ja, Edga, with low wood and pinsenb, to master. I this his, at 1 & Edga, with low wood and pinsenb, to master. I this his, at 1 & Edga, with low wood and pinsenb, to master. I this his, at 1 & Edga, with his wood and pinsenb, to master. I this his, at 1 & Edga, with the wood of the P arks at 20 and propellers, bound B, which carried away the H P B's steen. entire. The propeller kept on her course, and refused to give her name or reader the sch any assistance.

Seth Klectric (Br), Hillon, Abaco, 12 days, with oranges and old iron, to Cackerly.

Sehr H May, Burlow, Aloxandria, Gdays.

Schr Superior, Yeaton, Rockland.

Sehr Guerrilla, Snow, Harwich.

Sehr Guerrilla, Snow, Harwich.

Schr Hay, Blizabeth, Gotham, Beverty, RI.

Schr Mary Delphina, Allen Rondou for Bosion.

BELOW.

U S frigate Polomae, of the Gulf Squadrou, U Salcop-of-war Saratogs, from Boston, Ship Harvest Queen, 23 days from Liverpoship Guy Mannering, from Liverpool, Ship Francis F Sage, from Liverpool, Also a ship, unknown, with loss of foretop the above by pilot boat Julia, No 15.) Ship Deutchland (Ham), Hamburg

Wind during the day E to S, and light. The clipper ship Adelaide, Capt Hamilton, from Scisco, has about 220 tons of freight, among which sacks barley, 13,891 sacks wheat, 406 bbls, 422 sacks casks flour, 134 bags, 402 bales wool, 227 bales rags sheep sams, 150 cauesten, and 5302 hides.

Brig Lucy H Chase, of Newburyport, has been sold L Priest & Co., of Boston, for \$6000; sehr Hannah tons, has recently been purchased by Messrs D & Boston, for \$3550.

Hierald Marine Correspondence.

NEWPORT (Mercury Office), Oct 15—Arr schr Boham, Ray, Rockland for Charleston; Chiefiain, Brewsler Nork; WS Brown Holbrook, do for do; Pizarro, Barustable for do; Favorile, Rogers, Chalbam for do; Robbins, Machies for do; Mattida, Byrne, Lubec for do.

Robbins, Machias for do; Matilda, Byrne, Lubec tor do. PHILA DELPHIA, Oct 13 a 14—Arr steamer Dele Copes, Novick barks Nashus, Lewis, Boston; Rim, 'do; brig Chas Edward, Edward, Belfast, Me; sohre Williamson, Winsmore, Boston; E L. Soliday, Barra Boston, Brown, Providence; R. M. Price, Chambers, and Edizabeth, Price, Boston; Francis C Smith, Snith, do; Brown, Chester, Slaten Island, B. H. Wilson, Tuttle; Cooper, Louglass, and H. E. Weison, Moloy, Boston; Z. B. Haley, Lynn; Horsce Nichols, Caston, Boston; Nagaes H. Haley, E. Willen, Hallett, Nyork; North Chester, Cores James H. Risley, Seaman, Boston; H. Wandy, Farg James H. Risley, Seaman, Boston; H. Hallips,

See port arrivals

Buto Laura (of Machina), which sunk on Shag Ledge, is Roston harbor, on the night of Std in sit, is breaking up, some pieces of her having floated ashore at Hull. SCHE ALVA, Crowell, for Baltimore, which salled from B John, NB, on the Std inst, put back next day, having beens in contact during the night off Point Lepreuz, with the beig Mary, from Boston for St John, NB, and received considerable da-mage.

mage.

Spoken, die.

Bark Lampiighter, from Shields for Philadelphia, out 60 days, short of previsions and water (with which they were abundantly supplied), Oct 8, ist 35 40, ion 72 30.

short of previsions and waler (with which they were abandanly supplied), Oct 8, lat 38 40, lon 72 30.

ABACO, Oct 1—No Am vessels in port.

Honoullu, Aug 25—In port ships John (slipin, King, from Boston, 132 days; Shooting Star, Kingman, chartered to load off for Nedderd; back Bronies, from Proget Sound. Arr Aug 3 bark Edw Kopplach. Eggleston, San Francisco.

Halfrax, Oct 12, 3 AM—Arr steamship America, Lang Boston for Liverpool, and ald at 45g AM.

Havirat, Oct 25, 3 AM—Arr steamship America, Lang Boston for Liverpool, and ald at 45g AM.

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Havirat, Oct 25, 4 AM—Arr steamship America, Lang Boston Industry, and 46, Adams, 60; 6th, bark Tobe, Englesson, Backley, and Ad, Adams, 60; 6th, bark Tobe, Englesson, Backley, and Ad, Adams, 60; 6th, bark Tobe, Star, Philadelphia; bris John Firece, Melville, Newport; 7th, steamship United States, Graham, NYork.

Sid Sept20 ship General Mina (Sp), Espinose, NOrleans; Oct, 1, brig Nuevo Victoria (Sp), Hiein, do; 2d, bark Smans Polare, Congestali, Darahatas; oth Fityward, Barclay, Norlean, New York; Omar Pashs, Fort, Boston; brigs W D Miller, Schmeider, and Flencia (Sp), Goya, NOrleans; 6th, brig John R Dow, Congestali, Darahatas; oth Fityward, Barclay, Charleston; Balas, Garno Ay, Henry, Haynna; Oct 4, bark American, Ralas, Sept 30—Arr bark Horace, Carver, Bostoc; brig American, Ralas, Sept 30—Arr bark Horace, Carver, Bostoc; brig American, Ralas, Sept 30—Arr bark Horace, Carver, Rostoc; brig American, Ralas, Sept 30—Arr bark Horace, Carver, Rostoc; brig American, Ralas, Sept 30—Arr bark Horace, Carver, Rostoc; brig Miler, Schmeine, States, David Negot, Sept 30—Arr bark Horace, Carver, Rostoc; brig Schmein, S

Sid 7th brig Ashley, NYork; 8th, schr Hattle Ansan, Wilmington, NC.

St Stephen, NB, Oct 9—Arr schr St Stephan, McGregor, WYork.

BOSTON, Oct 13, AM—Arr brig R B Miniura (Br), Cock., Mayo, Cape Verd Islands 2d ult. Via Quarantine, ship Reporter, Howe, Liverpool. Cid steamers William Jenkins, Howes, Baltimore; Faimetto, Raker, Philadelphia; ship Flootowed, Howes, Baltimore; Faimetto, Raker, Philadelphia; ship Flootowed, Lawrence, Moriesus, Sarker, Philadelphia; ship Flootowed, Dale, Calcultar, Raduga, Green, Honohuri, Doream Prince, Lawrence, Stoffens, Sarker, Philadelphia; ship Flootowed, Prince, Lawrence, Moriesus, Sarker, Philadelphia; Baltimore Ranger, Adams, Portland by Frest, Binn, Reynolds, Baltimore Ranger, Adams, Portland by Frest, Binn, Reynolds, Baltimore Ranger, Adams, Portland Prince, Lawrence, Control Reynolds, Baltimore Ranger, Adams, Portland Prince, Savannaha, echo Prince Phaleerry, Jeremite Gen Forbes, Nicholson, Alexandria; F. Nicherron, Rickerson, Rickerson, Pitter, Park, Savannaha, echo Prince Phaleerry, Jeremite Gen Forbes, Nicholson, Alexandria; F. Nicherron, Rickerson, W. R. Harris, J. H. Prayton, Nickerson, W. R. Genn, Gibbs, and Nancy Plaisted, Ward, Philadelphia; Rary Markin, Beers, Nyork, Abby Whitman, Cilipor, Alexandria; Brothers, Lord, Nyork, Sidbarks Lysander, Montpositer, brigs Afaica, Baron de Caatler, and from below, hip Jame & Wald, Baltimore, Ranger, Markin, Harris, Markin, M. Janes, P. Hawley, Smith, Plymouth, barge Faicon, Colmary, Nicek, Jawren, Markin, M. Hawley, Kang, M. Hawley, Smith, Plymouth, barge Faicon, Colmary, Nicek, Jawren, Jarvin, Nicek, Markin, Markin, M. Hawley, R. Rotherdam, Jawren, Jarvin, Nicek, Markin, M. Rotherdam, Jawren, Jarvin, Nicek, Jawren, Jarvin, Nicek,

ior Fort Norfella. Cit users savas as I tale, Crowselle, Caralina.

ROCKLAND, Oct 5—Arr brig P Nelson, Caradise, to missa.

ROCKLAND, Oct 5—Arr brig P Nelson, Caradise, to missa.

Rock of the State Misroe. Aller; Deltamere, Bridges;
Corai, Miser, and News, Experime, Vinalbayan by Tale of the State of th